

10772

HEADQUARTERS, 1521st AAF BASE UNIT  
PACIFIC DIVISION, AIR TRANSPORT COMMAND  
APO #953

D-2

11 February 1945


SUBJECT: Crew Route Check Lt. Gardner

TO : Commanding Officer  
Hqs., 1504th AAF Base Unit  
WCW, PD-ATC, Fairfield-Suisun AAB  
Fairfield, California  
ATTENTION: Capt. Harley Long, Training Officer

1. Due to poor approach at Oahu, Lt. Gardner became lost, ended up seventy-five (75) miles northwest of Oahu.

2. Weather conditions were excellent but Lt. Gardner had very poor procedure and never was sure of his position.

3. Lt. W. P. Willoughby was put on the crew as check pilot and reported back that he was unable to check Lt. Gardner out and suggested that a first pilot be dead-headed to Tarawa and Lt. Gardner be returned. As a result of this report, Lt. Willoughby will remain with Lt. Gardner on his entire trip. Further information will be sent to you when available.

  
ROY A. PATTERSON,  
Major, Air Corps,  
Director of Operations.

FEB 15 1945

14

15

16



16772

HEADQUARTERS, 1521st AAF BASE UNIT  
PACIFIC DIVISION, AIR TRANSPORT COMMAND  
APO #953

D-2

11 February 1945

SUBJECT: Crew Route Check Lt. Gardner

TO : Commanding Officer  
Hqs., 1504th AAF Base Unit  
WCW, PD-ATC, Fairfield-Suisun AAB  
Fairfield, California  
ATTENTION: Capt. Harley Long, Training Officer

1. Due to poor approach at Oahu, Lt. Gardner became lost, ended up seventy-five (75) miles northwest of Oahu.

2. Weather conditions were excellent but Lt. Gardner had very poor procedure and never was sure of his position.

3. Lt. W. P. Willoughby was put on the crew as check pilot and reported back that he was unable to check Lt. Gardner out and suggested that a first pilot be dead-headed to Tarawa and Lt. Gardner be returned. As a result of this report, Lt. Willoughby will remain with Lt. Gardner on his entire trip. Further information will be sent to you when available.

ROY A. PATTERSON,  
Major, Air Corps,  
Director of Operations.



Due ETA - 0821Z

A. ARRIV.

0936. 00006 Low

0130-0930Z

1-8-45

OATC

Neumeyer-

0840

Pilot Gardner - Nav-J.S. Diaro

Y5W due in at 0830Z. Had received CFR clearance to Hickam. OATC Trying to Contact him.

0850

Y5W requests bearing. LIZ. has plot NW of island. Y5W Told to put IFF on emergency.

0855

To Y5W-QDM - 134°

LIZ advises plot to NW has gone to emergency so must be Y5W.

0905

Y5W advises VIA OATC That he has island in sight.

Army D.F. Secured.

0930 - 1730

1-8-45 Adviance

Y5W apparently misinterpreted the range signals. Was picked up by radar at 23. Sextude and came across on Sextude<sup>to</sup> 13. Thought he was bracketing the NE leg until he crossed the N leg and got a change in signal. generally confused.

SUBJECT : CHECKING OF LT GARDNER AND CREW

TO : MAJOR PATERSON

1 DUE TO THE FACT THAT LT. GARDNER HAS HIS HEAD UP AND LOCKED I AM UNABLE TO CHECK HIM OUT. I WILL HAVE A FOLD REPORT WRITTEN UP ON RETURNING TO HICKAM

2 IF IT IS POSSIBLE, PLEASE DEADHEAD A FIRST PILOT TO TARAWA - HIS CREW IS O.K.



LT W.P. WILLOUGHBY  
1ST LT, A.C.  
CHECK PILOT

184 - arr. 14.20 - Ext 35 Pass. and Bagg.  
no help from Cargo.



TO : Chief Flight Officer

DATE: 8 Feb 1945 Zebra time

FROM : SFWO J. E. Clark

SUBJECT: Supplemental report of Y5W.

Y5W 054B #313 DFA-Hickam arrived at 0936Z. Pilot 1st Lt Gardner, Cruising level 8000

Approximately 1030Z, Pilot Gardner visited OATC center and advised his actions in his approach to OAHU.

At 0730Z Y5W reported over the Maui intersection giving QAA 0830Z. This was obviously in error as it only takes a little over an hour to come from Hilo intersection. Attempt was made to contact the aircraft to verify this time but unable to raise. Lizard advised at 0730Z they plotted the plane in 23 GERTRUDE which would place him at the Hilo intersection.

Lizard advises they plotted the aircraft from this point due west to 13 GERTRUDE at which point they advised OATC that an aircraft was out about 75 miles NW of OAHU flying around rather oddly. We called the aircraft but unable to receive a reply so broadcasted blind if he were reading to turn his IFF to EMGNCY. This was received by the pilot and carried out. Lizard furnished the course to fly and the plane turned south until opposite Barbers Point, then started West at which time Lizard had fighters out to escort him in, subsequently he picked up our SW leg and came in.

Pilot advised he could read the HZ Range okay at the intersection and that he left his cruising level prior to the intersection, he could not understand how he turned up in the "N" quadrant.

When he finally found himself in the "N" quadrant he requested a bearing from KVM.

He did not explain why he left cruising level without clearance but he reported over Maui at 15/CFR. There was other traffic flying at 8500 who was making a CFR approach from that level within about 10 minutes of Y5W.

(note) Rod Sturtevant will be in to see you tomorrow so I thought I'd better furnish you with the brief resume of happenings. Halsey had the complete picture for you.

J. E. Clark

28

AIR TRANSPORT COMMAND  
Pacific Division, West Coast Wing  
1503d AAF Base Unit  
Hamilton Field, California

21 January 1945

SUBJECT: Line check of Lt. Gardner and crew

TO: Training Office

1. Flight between Hickam and Johnston:

Lt. Gardner and crew wore clean and neat uniforms. With the exception of the Navigator all crew members were without ties while on the ground at Hickam. The plane was given a very good inspection by pilot and engineer before entering ship. Use of the check list while starting and running-up was sloppy. Co-ordination of crew during starting, taxiing, and run-up was poor. While taxiing pilot came unnecessarily close to runway lights. Pilot attempted night take-off without putting on life vests. In fact, all life vests were in the cabin, slightly out of reach of the crew. Take-off was made on runway three. Flaps were retracted at 600 ft. although the actual altitude above the terrain was not more than three hundred ft. The climb was smooth with a steady airspeed of 150 m.p.h. Use of power during climb and cruise was good. Rate of descent during let-down for Johnston was between 250 ft. per min. and 750 ft. per min. Lt. Gardner did not plan his descent properly and reached the high cone with 3000 ft. altitude and an air speed of 185 m.p.h. From this point pilot made an instrument let-down which was a little below average but passable, and airspeed on let-down was average. Plane was dragged-in on final approach and landing was made with twenty degrees of flap.

2. Flight between Johnston and Tarawa:

Use of check list during starting, run-up, and take-off was poor. A smooth take-off and climb. Use of power during take-off, climb, and cruise was good. I demonstrated a let-down and landing at Tarawa.

3. Flight between Tarawa and Los Negros:

While on the ground at Tarawa I pointed out the various discrepancies to the pilot and discussed them with him. He stated that he was nervous because he knew he was on the "spot" due to the bad judgement he had used during his recent flight into Hickam. From this point on pilot seemed much more relaxed and his flying improved a great deal. He turned in a good flight between these two points with only a few minor errors involved.



AIR TRANSPORT COMMAND  
Pacific Division, West Coast Wing  
1503d AAF BU  
Hamilton Field, Calif.

21 Jan. 1945

4. Flight Between Los Negros and Biak:

I demonstrated the flight between these two stations and tried to impress on the pilot the value of planning his flight.

5. Flight from Biak to Los Negros and Tarawa:

The co-pilot, who was getting a route check, made the flight between Biak and Los Negros. The use of the check list during starting, run-up, and take-off was very good on both of these flights. Co-ordination of crew much better. The descent, pattern, and approach to Tarawa was much better. Lt. Gardner seems to be snapping out of it.

6. Flight between Tarawa and Hickam:

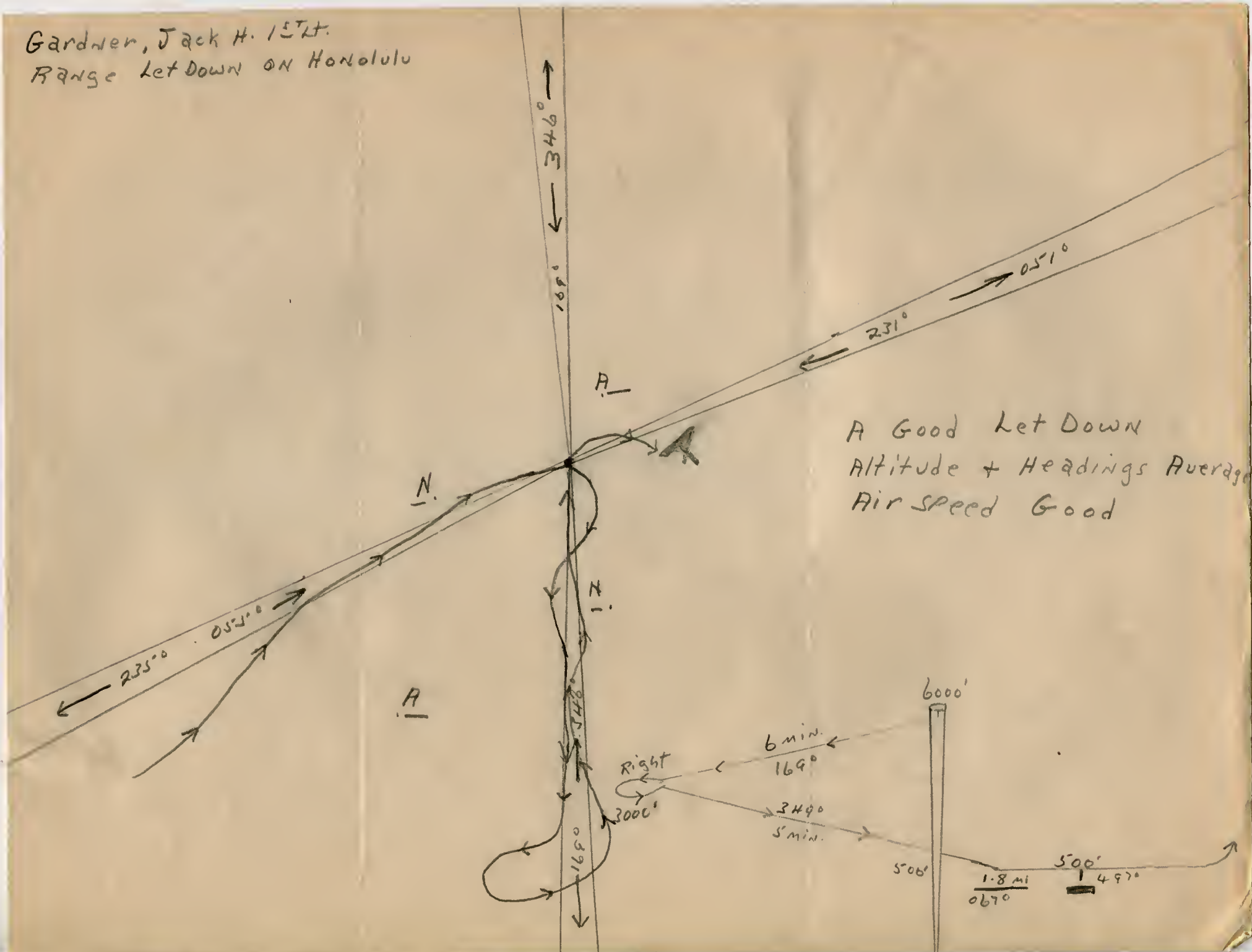
This entire flight was a good job. The use of the check list was excellent. Co-ordination of crew very good. A range let-down was made at Honolulu which was above average.

7. Summary:

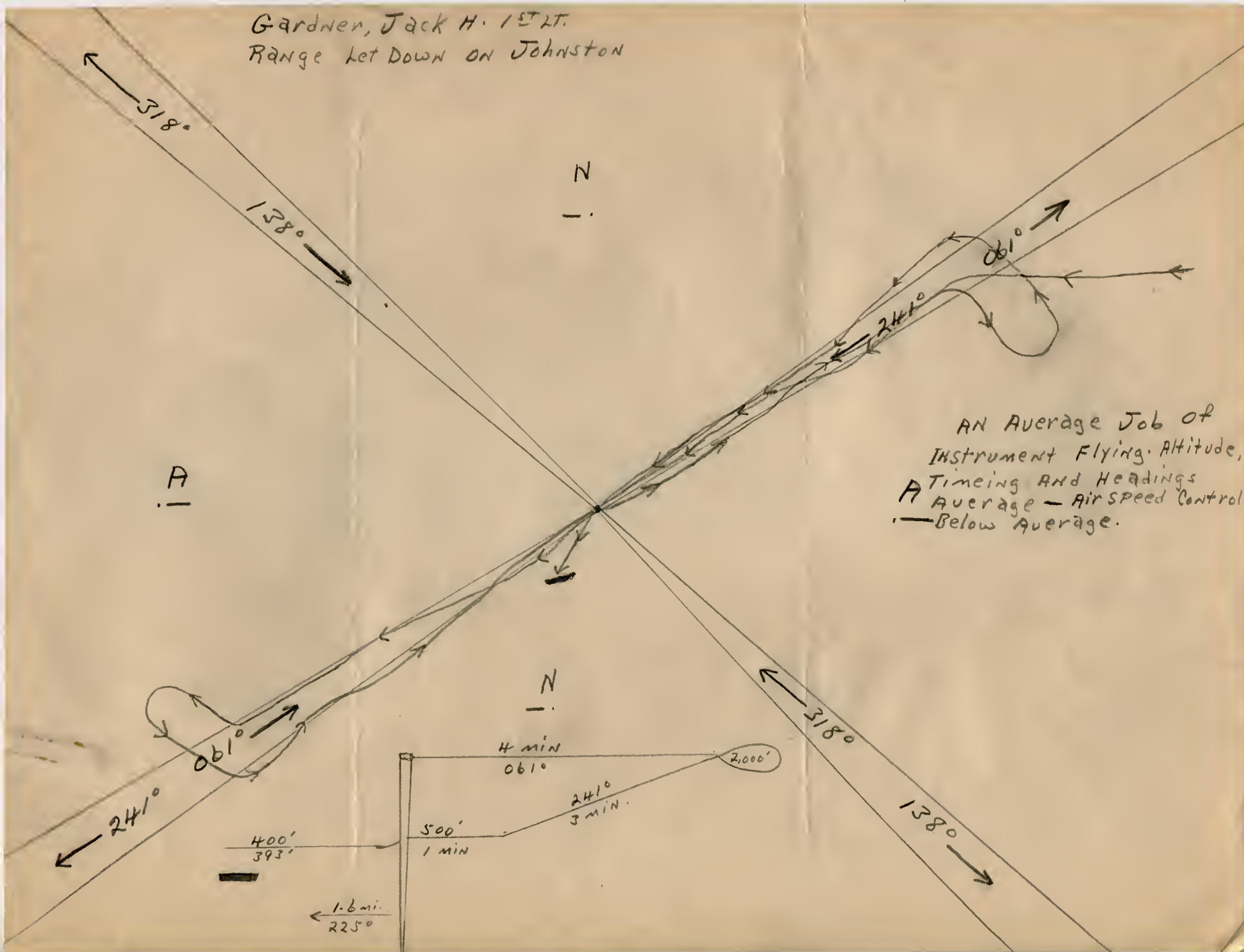
Lt. Gardner proved to me that he has good flying ability. His flight from Tarawa to Biak and back to Hickam was at least an average job. I recommend that he be retained as a first pilot; but I also recommend that if he is again observed using poor judgement he be sent back to ferrying.

*W. P. Willoughby*  
1st. Lt. W. P. Willoughby  
Check pilot, 1503d AAF BU  
Hamilton Field, Calif.

Gardner, Jack H. 1<sup>st</sup> Lt.  
 Range Let Down ON Honolulu



Gardner, Jack H. 1ST LT.  
Range Let Down on Johnston



AN AVERAGE JOB OF  
INSTRUMENT FLYING. Altitude,  
Timing AND Headings  
A Average - Air Speed Control  
— Below Average.